THE SEQUACHEE NEWS.

VOL. 3. SEQUACHEE, TENN., THURSDAY, NOV. 28, 1895. NO. 21

LOCAL.

After Thanksgivsng, what.

Mr. C. L. Gruebele left for Cleveland Thursday.

Rev. R. A. Owen left for Pikeville Monday evening.

We will do job printing while you are in towu. See!

Billy Thatch of Jasper was in town Monday last.

Job printing done at this office as quickly as possible.

A chilly day Tuesday but a warmer day on Wednesday.

Mrs M. C. Campbell we are sorry to hear is confined to her bed.

Saturday last R. J. Brown and son David paid a visit to Dunlap.

Mrs. Levan is reported to have 800 to 1000 bushel of fine apples.

Gustafson Bros. have contract to make the Holt patent mason's rule.

Enterprise surely pays as a perusal of our Victoria notes ar ply shows.

Wm. Wells is laid up with a lame foot caused by a log rolling on it last week.

We guarantee good neat work in printing of every discription. Give us a trial.

We hear that Anderson Pryor brother of Wash Pryor died near Whitwell Monday last.

Rev. R. A. Owen, presiding elder of the M. E. Church, South, arrived in town Friday evening.

We are in the fight to get out circulars, letter heads, envelopes, dodgers, &c., anything you want.

Grundy county is taking great interest in Centennial matters They appreciate the good it will do.

Mrs. B. F. Lasater left Tuesday morning for Aledo Texas on a visit to her brother, Mr. J. R. Owen.

Wm. Lee and M. T. Pryor have been working on the mountain logging for G. W. Watley Saw Mill.

John Holloway of Looneys Creek was in town Friday for some more of the brick from the Hardaway ruin.

Our friends, Mr. and Mrs. Holcombe and children, of Monteagle are taking in the Atlanta Exposition this week.

If you doubt our ability to get out neat and nice job work, come and see the kinds we are getting out right along.

We speak from experience when we say thaa mast-fed hog, roasted is good. Thanks to Austin Coppinger we had an opportunity to make a personal analysis of a nice leg this week.

Plain Eccentric-lever Valve.

Manufactured by Gustafson Bros., Sequachee, Tenn.

A new thing in GLOBE VALVES.

This valve is designed for governing the flow of steam, air, water and other gases or liquids, in pipes to which it may be attached.

It is especially adapted for WATER and AMMONIA-VALVES in ice-factories; for FURNACE-COCKS and HOSE-VALVES around iron-furnaces; for boiler BLOW-OFF VALVES, and for ordinary steam and water valves in connection with steam engines and pumps. It is suitable for use on STEAMBOATS, SHIPS and LOCOMOTIVES, or where-ever an ordinary "globe-valve" or "stop-cock" may be used; but, with the following decided advantages and points of superiority over one or the other or both.

An "eccentric-lever" is applied in its operation, requiring no threaded valve stem, no screw-threaded packing-box, and possessing enormous leverage. Hence, no stripping of thread, and no excessive "jamming" of the valve on its seat is possible.

While the movement of the valve may be slow (in shutting off the flow of liquids) as circumstances may require, or the judgement of the operator dictate, it is also QUICK ACTION in opening and always under full control.

The movement of the valve to and from its seat is direct, and very slight movement to full capacity.

The valve stem is not subject to twisting or turning, and consequent wear in the packing-box gland; nor is the valve seat affected by similar action. This obviates the use of independant or loose valve-disc or nut attached to the stem.

The design of the valve-seat diaphram being simply a low, thick rib uniformly supported by the sides of the valve-chamber, it is absolutely unaffected by excessive pressure and cannot be distorted. Hence the use of a "fibrous", "asbestos" "vulcanite", or soft valve liner is dispensed with, and a perfectly fitting REGRINDING VALVE is furnished in one piece with the stem relatively so large in diameter that bending is impossible, and the bearing surface in the packing-box unusally great. The valve stem passing through its packing box and gland, consequently furnishes an unsurpassed positive guide for the valve to and from its seat in regrinding while in position, as well as in regular service.

How is the valve balanced? This is best explained by reference to the well known fact (among knowing ones) "that the effective pressure on the two sides of a piston in a steam engine cylinder is not equal." Being less on the piston-rod side, due to the area of the piston-rod passing through its packing-box. On this analogy, assume a very large piston-rod relative to the diameter of its cylinder, and it is clearly seen that very little effective pressure can be exerted on the piston-rod side.

On this principle of displacement, the area of the valve stem passing through its packing-box is the area multiplied by the pressure of which the valve is relieved and BALANCED, leaving only enough pressure to act in keeping the valve to its seat when closed, avoiding injurious "jamming". The pressure on the valve automatically varying with the pipe pressure insures a TIGHT VALVE under all ranges of pressure.

In view of the double advantage in using this simple steam balance with the powerful Eccentric-lever, the valve especially EASY to OPERATE.

The valve chamber is of uniform diameter GREATER than the outside diameter of the pipe attached. The area of the opening in the valve seat (which is set at an angle) is in all cases GREATER than that of the pipe to which it corresponds. Thus furnishing a PERFECTLY DIRECT UNOBSTRUCTED passage; hence it is STRICTLY STRAIGHT-WAY.

METALLIC PACKING of the simplest, most durable and effective design is used for the valve seat; thus adapting it for use in positions of GREAT HEAT, in connection with ACIDS, or where repacking and adjustment is difficult.

Hence, this valve is certainly ALL METAL and INDESTRUCTIBLE as to the effects of nalural elements.

In operation the action of this valve is original, in the fact that the pressure which holds it to its seat when CLOSED will also hold it OPEN when the valve is sufficiently removed to give about full capacity of opening. Hence it is in this sense also AUTOMATIC. The tendency of this valve, therefore, is either to close TIGHT or open WIDE, according as it is near one extreme or the other.

To secure the valve in any intermediate position, tighten the large thumb nut against the sides of the Eccentric lever, being careful that top of the set screw is clear of the end of the valve-stem stud, which would otherwise lock the nut only.

Special attention has been given in design, and provision made in its construction with a view to facilitate all repairs. Parts are comparatively large, of substantial construction and of plain design, so that all possible operations incident to such repairs can be easily performed with the facilities at hand in an ordinary machine shop.

This valve is ordinarily made of brass in the smaller sizes; of malleable iron in the larger. Each valve is fully tested at the enormous pressure of 400 lbs., which however is less than one-tenth (1-10) of its ultimate breaking strength.

All these valves are furnished in two grades as regards finish, as "Plain Finish" and "Full Finish" and it is advisable, in ordering, to give full particulars as to the requirements of the service for which valves may be intended.

"Latched" or Self-locking Valve.'

This valve is especially adapted for use as THROTTLE-VALVES on stationary engines in every service. Indispensible on HOISTING-ENGINES, PILE-DRIVERS, on STEAM-HAMMERS, DREDGES and CRANES; on TRACTION ENGINES, LOCOMOTIVES, STEAM BOATS, TUGS and SHIPS.

Unequalled in convenience, efficiency and durability—it will commend itself to even the casual observer as the BEST for a variety of other purposes

In general design this value is similar to the PLAIN Eccentric-lever, but in operation this Throttle-valve is SELF-LOCKING in ANY POSITION.

The ECCENTRIC-LEVER has GREATER LEVERAGE, Has BALANCED ALL-METAL valve, and METALLIC PACKING.

This Throttle-valve is made of brass in the smaller sizes; of maileable iron or grey iron in the larger. Each valve is tested at 400 lbs. pressure per square inch.